

ENVIRONMENTAL ASSESSMENT

for

**"Environmental Compliance Upgrades to 46 TW/TSRM
Facilities"**

(RCS 05-447, -452, & -546)



12 Sep 05

**Prepared by: Environmental Analysis Section
 Stewardship Branch
 Environmental Management Division
 96 Civil Engineer Group
 96 Air Base Wing**

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FINDING OF NO SIGNIFICANT IMPACT
Environmental Compliance Upgrades to 46 TW/TSRM Facilities
RCS 05-447, -452, -546

Pursuant to the Council on Environmental Quality regulations for implementing the procedural provisions of the National Environmental Policy Act at 40 Code of Federal Regulations (CFR), Part 1500-1508 and 32 CFR Part 989, the Department of the Air Force has conducted an Environmental Assessment (EA) of the probable environmental consequences of constructing a Hazardous Materials (HAZMAT) storage building and two spill containment basins at Eglin Air Force Base (AFB), Florida.

DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES:

Proposed Action: The Range Maintenance Branch of the 46th Test Wing (46 TW/TSRM), proposes to (1) replace a corroding HAZMAT storage container at Range C-52A with a permanent building and (2) construct containment basins in two fuel truck parking areas, one at C-52A and one off Trans Road in order to comply with the new requirements under 40 CFR 112.8(c)(11). This is the preferred alternative.

Alternative Action: Under this alternative, the corroding HAZMAT container would be replaced by a prefabricated temporary storage unit and the two containment basins would be constructed.

No Action Alternative: Under the "no action" alternative, the HAZMAT container would not be replaced and the containment basins would not be constructed.

SUMMARY OF THE ANTICIPATED ENVIRONMENTAL EFFECTS:

Under the preferred alternative, the HAZMAT storage and fuel truck parking areas would feature secondary containment for any potential spills. This would have the effect of protecting underlying soils from contamination by spilled materials/fuels.

PUBLIC REVIEW:

At the recommendation of 96 CEG/CEV environmental public affairs, notice of the availability of the EA will be published in the *Northwest Florida Daily News* after this FONSI is signed.

FINDING OF NO SIGNIFICANT IMPACT

Based on my review of the facts and the environmental analysis contained in the attached EA and as summarized above, I find the proposed action to construct a HAZMAT storage building and two spill containment basins at Eglin AFB, Florida, will not have a significant impact on the

human or natural environment; therefore, an environmental impact statement is not required. This analysis fulfills the requirements of the National Environmental Policy Act, the President's Council on Environmental Quality guidelines and 32 CFR Part 989.


TIMOTHY P. GAFFNEY Colonel, USAF
Commander, 96th Civil Engineer Group

20 Sep 05
Date

Environmental Compliance Upgrades to 46 TW/TSRM Facilities RCS 05-447, -452 & -546

1. PURPOSE OF AND NEED FOR ACTIONS

In response to finding #PO-01 from the March 2005 Environmental Compliance Assessment and Management Program (ECAMP) inspection, the Range Maintenance Branch of the 46th Test Wing (46 TW/TSRM), desires to replace a corroding hazardous material storage container (Figure 1) at Range C-52A with a permanent building. Additionally, in anticipation of the 18 Aug 06 deadline to comply with the new requirements under 40 CFR 112.8(c)(11), 46 TW/TSRM wishes to construct containment basins in two fuel truck parking areas, one also at C-52A (Figure 2) and one off Trans road on main base (Figure 3).



Figure 1. Rusting Con-Ex



Figure 2. C-52A Dirt Area



Figure 3. Transportation Area

1.1 RELATED ENVIRONMENTAL DOCUMENTS

USAF, "Test Area C-52 Programmatic Environmental Assessment", RCS 97-069, 30 Oct 2000;
https://em.eglin.af.mil/userdocs/ems/PEA/C-52_FPEA.pdf; https://em.eglin.af.mil/userdocs/ems/FONSI/C-52_fonsi.pdf.

1.2 SCOPE OF THE ENVIRONMENTAL ASSESSMENT

The initial environmental review of this proposal by an interdisciplinary team at Eglin AFB considered the following issues

- Air Quality
- Biological Resources
- Consistency with the Coastal Zone Management Act
- Cultural Resources
- Environmental Justice & Child Safety
- Foreseeable Consequences/Future Actions
- Hazardous Materials/Waste
- Land Use
- Noise
- Physical Resources
- Safety/Restricted Access
- Socioeconomics
- Soils
- Water Quality

The team found that the project would not have a significant impact to the following: air quality, biological resources, hazardous materials, land use, noise, physical resources, safety, socioeconomics, and unexploded ordnance (UXO).

2. ALTERNATIVES INCLUDING THE PROPOSED ACTIONS

This study will consider three alternatives in some depth and four others that were briefly considered but rejected for one reason or another.

- a) Proposed Action: Replace the Con-Ex with a permanent building and build containment basins at or near the present parking areas. This is the preferred action.
- b) Alternative Action: Replace the Con-Ex with a temporary building and build containment basins at or near the present parking areas.
- c) No Action: The Con-Ex would not be replaced nor the containment basins built.
- d) Alternatives Considered Briefly but not Further Studied:

- Replacing the Con-Ex, but not constructing the basins. This would cause 46 TS/TSRM to be in violation of 40 CFR 112.8(c)(11) in August 2006.
- Constructing the basins, but not replacing the Con-Ex: This would not clear ECAMP finding #PO-01.
- Moving hazardous materials storage to another building: An adequately ventilated, empty storage area doesn't currently exist in any building in the compound.
- No longer storing fuel trucks at C-52A. The nearest secure, contained, paved area to park the trucks would be at Eglin Main. The time lost and fuel burned shuttling the trucks between the compound and main base made this option operationally unacceptable.

2.1 THE PROPOSED ACTION:

The proposed action is threefold:

1. To build a permanent building with electrical power and around a 600 ft² footprint near the same site at C-52A as the present corroding Con-Ex to store the hazardous materials presently therein. These are materials used in maintaining and servicing the fuel trucks, so the building should be near the containment basin that comprises part 2. The preferred location for the storage building is within 50 feet of a power pole and would need an underground power connection due to tall vehicles moving between the power pole and the fuel storage area.

2. To build a containment basin for three fuel trucks on C-52A on or near the present site where the trucks are parked. The basin must be able to contain 2,750 and preferably 6,160 gal of fuel. There should be sufficient space around the basin to maneuver trucks and trailers up to 120 feet long. Tracked military vehicles also have to maneuver in this area for servicing. Minimum footprint for the basin would be approximately 18x19 yds.

3. To build a containment basin for fuel vehicles in the yard by Building 536. It must be large enough to park four fuel trucks and nine fuel trailers. The basin must be able to contain 1,320 and preferably 13,420 gal of fuel. Minimum footprint for the basin would be approximately 30x17 yds.

Details concerning the design, construction and siting of the basins are in the hands of Civil Engineering. The minimal criteria to be met are that the basins be impermeable, have sufficient area to park all the trucks/equipment thereon, and have a volume of at least 110% of the largest fuel vessel stored there. The siting of the storage building should be near its basin and be able to be served by electric power, preferably by underground cable.

2.2 ALTERNATIVE ACTION:

This differs from the proposed action in that a permanent building would not be constructed, but rather a prefab storage building, such as that in Figure 4, would be employed. The building pictured measures 10 ft wide by 52 ft long by 8 ft high.



Figure 4. Prefab Storage Shed

2.3 NO ACTION ALTERNATIVE:

The Con-Ex would not be replaced nor the parking areas paved. The Con-Ex would continue to deteriorate, heightening the probability of a stored container also deteriorating to the point of failure, creating a spill that could contaminate the underlying soil. The fuel truck parking areas would also be vulnerable to leaks that could contaminate the underlying soil and, ultimately, the water table. 46 TW/TSRM would remain out of compliance,

would not meet FY06 requirements, and would be written up annually during ECAMP inspections. This is not deemed an acceptable alternative.

3. AFFECTED ENVIRONMENTS

The Chicken Little Compound is in a cleared area at the southern edge of Test Area C-52A in a wooded area. Various foreign vehicles are stored and maintained there for use on C-52 for sensor and tracking tests. The compound itself is approximately 115.21 acres and contains 21 buildings and various vehicles, including three fuel trucks. There is an IRP site north of the compound. There is a water monitoring well north of the compound. There are no known endangered species in the area, although the arboreal setting would be conducive to transitory visits by Florida black bears, a state listed species, although there should be little in the way of food to attract them. See Reference 1 for a detailed description of the nearby terrain and geology.

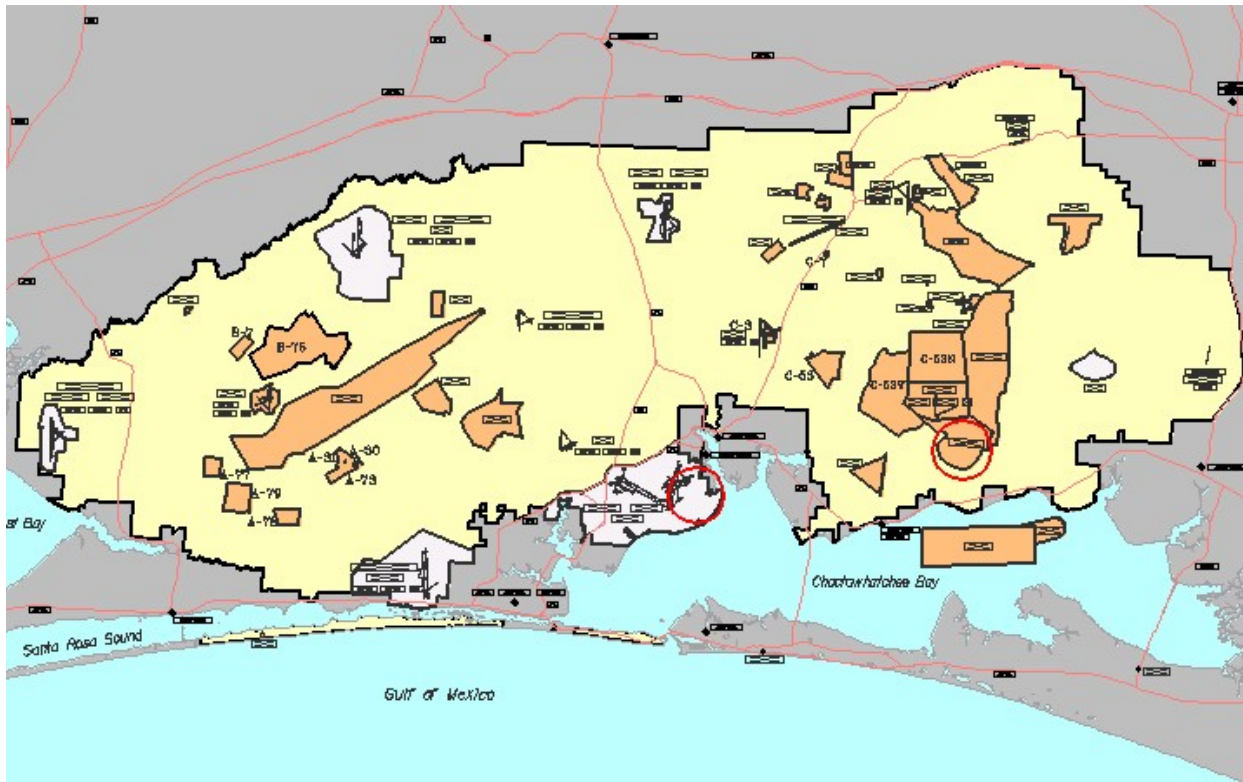


Figure 5. Site locations noted by red circles

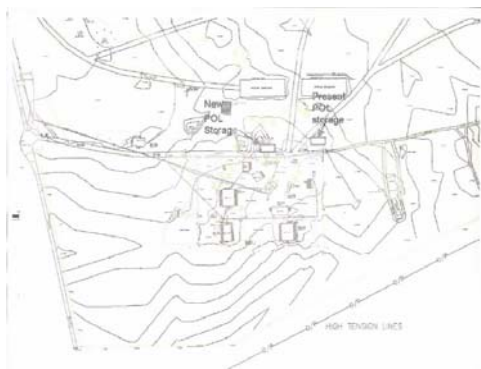


Figure 6. Map showing location at C-52A



Figure 7. Map showing location within Trans area

The Transportation area is on main base next to the Defense Reutilization and Marketing Office (DRMO) compound. (See Figure 7.)

3.1 CULTURAL RESOURCES

The southern end of C-52A is within a region of high probability for cultural resources, but the area of interest is not. A cultural survey is presently being conducted and should be complete by 31 Oct 05.

3.2 WATER QUALITY

The Defense Logistics Agency (DLA) has set a standard for secondary containment of 110% of tank capacity to provide for 10% freeboard to contain precipitation. The Florida Department of Environmental Protection (FDEP) 62-762.501(2)(c) also stipulates a 110% containment capacity for all FDEP-regulated above ground storage tanks (ASTs). The nearest surface waters to C-52A are tributaries of Trout Creek a few hundred meters to the East. The nearest to the Trans area is the wetland by the DRMO yard leading to Choctawhatchee Bay.

3.3 SOILS

An old landfill, LF-03, surrounds the projected location in the Trans area. There are Land Use Control (LUC) restrictions on this site. There are no soils issues at the C-52A location.

3.4 COASTAL ZONE MANAGEMENT ACT

The areas under study are within the Coastal Zone of the State of Florida.

3.5 ENVIRONMENTAL JUSTICE AND CHILD SAFETY

Executive Orders 12898 and 13045 require federal agencies to adopt strategies to address the environmental concerns of minority and low-income communities that may be impacted by the implementation of federal missions and to assign a high priority to addressing health and safety risks to children, respectively.

4. ENVIRONMENTAL CONSEQUENCES

Reference 2 analyzes the general issues involved in paving of surfaces. Below we analyze the particular issues peculiar to the proposed sites.

4.1 CULTURAL RESOURCES

Since the sites for both containment basins and the hazmat building are in highly disturbed areas and in regions of low probability for cultural resources, there is no impact anticipated to cultural resources. Of course, if artifacts are discovered, work will cease until the Eglin Historic Preservation Officer, in consultation with the State Historic Preservation Officer, can determine the relevance of the find.

4.2 WATER QUALITY

The paving will have a positive affect on water quality should a massive spill occur in the parking areas as the spill would be contained and thus not pollute the water table. The parking area at C-52A would require a minimum of 18 yd x 19 yd (3100 ft²) to accommodate the three trucks, and, assuming a flat-bottomed basin, the curb would need to be at least 3.1 inches to contain 110% of the maximum spill.

$$5600 \text{ gal} \times 231 \text{ in}^3/\text{gal} \times 1.1 / (1296 \text{ in}^2/\text{yd}^2 \times 18 \text{ yd} \times 19 \text{ yd}) = 3.1 \text{ in} \quad \text{Eqn 1}$$

Similarly, the parking area in the Trans area would require a minimum of 30 yd x 17 yd (4600 ft²) and a 4.7 in curb (assuming a flat basin).

$$12200 \text{ gal} \times 231 \text{ in}^3/\text{gal} \times 1.1 / (1296 \text{ in}^2/\text{yd}^2 \times 30 \text{ yd} \times 17 \text{ yd}) = 4.7 \text{ in} \quad \text{Eqn 2}$$

Conversion factors are from Reference 3.

There is no surface water in the vicinity of the C-52A project. However, at the Trans area there is a small, normally dry, stormwater drainage ditch near the edge of the existing pavement that drains eventually into Choctawhatchee Bay and this should be taken into account during the basin design. The basins themselves need not be flat but may be designed to be inclined so that liquids (*e.g.*, stormwater or spilled fuel) accumulate at one end, removing the necessity of a curb or lip on the opposite end. A liquid release valve may also be built into the design

to facilitate controlled removal of stormwater or spilled fuel. Such an inclined design would likely require more excavation than a “flat” design.

According to Mr Russell Brown, 96 CEG/CEVCE, the paving will not require a stormwater design or permit because it will not discharge stormwater to surface waters of the State. However, as a best management practice, accumulated stormwater drained from the bermed areas should run into a grassed swale(s) located nearby. Each new berm should be managed according to the Eglin Spill Prevention, Control and Countermeasures (SPCC) plan.

4.3 SOILS

An old landfill, LF-03, surrounds the projected location in the Trans area. If any digging is required, dependent upon the specific details of the project, State and EPA Regulators may need to be consulted prior to conducting the work. Furthermore, appropriate Hazardous Waste Training may be required to ensure construction worker safety and to comply with OSHA Regulations. If any contaminated material is removed during this project it must be properly disposed of. Please Contact 96 CEG/CEVR at 882-7792 prior to Statement of Work development or, if to be done in-house, prior to beginning the design phase for the project to discuss project details.

4.4 COASTAL ZONE MANAGEMENT ACT

Eglin has determined that all three actions are consistent with the Coastal Zone Management Act and the Florida Department of Environmental Protection has concurred with this determination. See Appendix A.

4.5 ENVIRONMENTAL JUSTICE AND CHILD SAFETY

C-52A is deep inside the Eglin Reservation in a fenced, secured area. The Transportation lot is a fenced area in the industrial area of the main base. Therefore no disproportionately high populations of minorities or low-income households will be affected by the project under either the action or the no action alternatives. Nor will either put at risk the health or safety of children.

4.6 CUMULATIVE EFFECTS/FORESEEABLE FUTURE ACTIONS

One cumulative effect of these projects is the reduction of the probability of ground water pollution due to a fuel spill from parked fuel trucks.

Foreseeable future actions include:

- Placing a roof or awning above the basins to shelter the trucks and equipment from sun and rain and thus reducing the amount of stormwater that might accumulate in the bermed area
- If the alternative action is selected, the building of a permanent storage building, as described in the preferred alternative
- Expansion of the basins to accommodate more equipment

None of these are expected to produce a significant impact on the environment.

5. REFERENCES

1. USAF, “Test Area C-52 Programmatic Environmental Assessment”, RCS 97-069, 30 Oct 2000.
https://em.eglin.af.mil/userdocs/ems/PEA/C-52_FPEA.pdf; https://em.eglin.af.mil/userdocs/ems/FONSI/C-52_fonsi.pdf.
2. USAF, “Environmental Assessment for Construction of Parking Lot (Adjacent to Dorm 18)”, RCS 96-195, 19 Jul 1996.
3. R.C. Weast, ed., “CRC Handbook of Chemistry and Physics, 48th ed”, (Cleveland: The Chemical Rubber Co., 1967), pp F-212 & F-224.
4. 40 CFR 112, “Oil Pollution Prevention”, http://www.epa.gov/oilspill-pdgs-0730_40cfr112.pdf.url.
5. Federal Register/Vol.69, No 154/Wednesday, August 11, 2004/Rules and Regulation, “Federal Register Notice” (Extended Deadlines), <http://www.epa.gov/oilspill/pdfs/fr081104.pdf>
6. F.A.C. 62-762, “Aboveground Storage Tank Systems”,
http://www.dep.state.fl.us/waste/quick_topics/rules/documents/CH62-761_6-21-04.pdf

6. LIST OF AGENCIES AND PEOPLE CONSULTED

Ms Teresa Anderson, BAE Systems
Mr Brad Bernsten, BAE Systems

Mr Russell Brown, 96 CEG/CEVCE
Mr Tim Daimler, BAE Systems
Mr Les Johnson, BAE Systems

7. LIST OF PREPARERS

Paul R. Bolduc, Ph.D., 96 CEG/CEVSP, 10 years environmental experience
Thomas Larry Chavers, 96 CEG/CEVSP, 15 years environmental experience

APPENDIX A
CZMA Consistency Determination

Atchison William P Contr 96 CEG/CEVSN

From: Milligan, Lauren [Lauren.Milligan@dep.state.fl.us]
Sent: Friday, August 05, 2005 4:08 PM
To: Atchison William P Contr 96 CEG/CEVSN
Cc: Miller Bob Civ 96 ABW/EMSNW; Nunley Mike Contr 96 CEG/CEVSN
Subject: RE: Negative Determination for Construction of Hazardous Materials Storage Areas on Eglin AFB

Mr. William P. Atchison
Eglin AFB - 96 CEG/CEVSNW
107 Highway 85 North
Niceville, FL 32578

RE: Department of the Air Force - Negative Determination - Construction of Hazardous Materials Storage Areas at Eglin Air Force Base - Okaloosa County, Florida.
SAI # FL200508051396

Dear Bill:

The Florida State Clearinghouse is in receipt of your notice regarding the U.S. Air Force's proposal to replace an existing hazardous material storage facility with a permanent contained structure and build two containment basins for fuel vehicles on Eglin Air Force Base. Department staff does not object to the Air Force's negative determination and agrees that the proposed action meets the requirements of 15 CFR 930.35.

Staff notes the Air Force's intention to comply with the requirements of Rules 62-761 and 62-770, Florida Administrative Code. For further information, please contact Mr. Charles Harp in the DEP Northwest District Office in Pensacola at (850) 595-8360, ext. 1248.

Thank you for the opportunity to review this proposal. If you have any questions or need further assistance, please contact me at (850) 245-2170.

Sincerely,

Lauren P. Milligan, Environmental Consultant
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, Mail Station 47
Tallahassee, Florida 32399-3000
ph. (850) 245-2170
fax (850) 245-2190

-----Original Message-----

From: Atchison William P Contr 96 CEG/CEVSN [mailto:william.atchison@eglin.af.mil]
Sent: Tuesday, August 02, 2005 8:56 AM
To: Milligan, Lauren
Cc: Miller Bob Civ 96 ABW/EMSNW; Nunley Mike Contr 96 CEG/CEVSN
Subject: Negative Determination for Construction of Hazardous Materials Storage Areas on Eglin AFB

Ms. Lauren P. Milligan, Environmental Consultant

8/8/2005

Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, FL 32399-4700

Re: Department of the Air Force - Negative Determination -Construction of Hazardous Materials Storage Areas at Eglin Air Force Base, Okaloosa County, Florida

Dear Lauren:

Attached is the US Air Force's proposal to provide FDEP with details for Construction of Hazardous Materials Storage Areas at Eglin Air Force Base, Okaloosa and Walton Counties, Florida. We are submitting this CZMA Negative Determination under 15 C.F.R. 930.35. Please consider a five-day review period on this project and a response via e-mail.

If you require additional information or have any questions or concerns, I can be reached at (850) 883-1154 or (850) 292-1273.

Bill Atchison

BIOLOGIST

CONTRACTOR 96 CEG/CEVSNW

JACKSON GUARD, NATURAL RESOURCES BRANCH, EGLIN AFB, FL

OFFICE: (850) 883-1154

CELL: (850) 292-1273

atchison@eglin.af.mil

8/8/2005

FEDERAL AGENCY COASTAL ZONE MANAGEMENT ACT (CZMA) NEGATIVE DETERMINATION

Introduction

This document provides the State of Florida with the U.S. Air Force's Negative Determination under Section 307 of the Coastal Zone Management Act, 16 U.S.C. § 1456, and 15 C.F.R. Part 930.35. The information in this Negative Determination is provided pursuant to 15 C.F.R. Section 930.35 (b).

Proposed Federal Agency Action:

The proposed action is threefold, and takes place at two different locations on Eglin federal property (Figure 1). At the first location, Test Area C-52A, the Civil Engineering Group at Eglin will build a permanent building to replace the current corroding Con-Ex container (figure 2). The current corroding container is utilized for the storage of hazardous materials that are used for maintenance on the Fuel Trucks which are located at the site. The new building will be near the containment basin that is described as the second portion of the proposed action (Figure 3).

The containment basin for three fuel trucks at Test Area C-52A will be built for containment of possible spills to meet 40 C.F.R. 112. Currently the area has no containment at all as seen in figure 4. The basin must be able to contain 5,600 gal of fuel. There should be sufficient space around the basin to maneuver trucks and trailers up to 120 feet long. Tracked military vehicles also have to maneuver in this area for servicing. The footprint for the basin would be approximately 18x19 yards.

The last part of the proposed action is to build a containment basin for fuel vehicles at the second location, Building 536 on Main Base Eglin (figure 5 and 6). It will be large enough to park four fuel trucks and nine fuel trailers. The basin must be able to contain 12,200 gallons of fuel which will also meet 40 C.F.R. 112. The footprint for the basin would be approximately 30x17 yards.

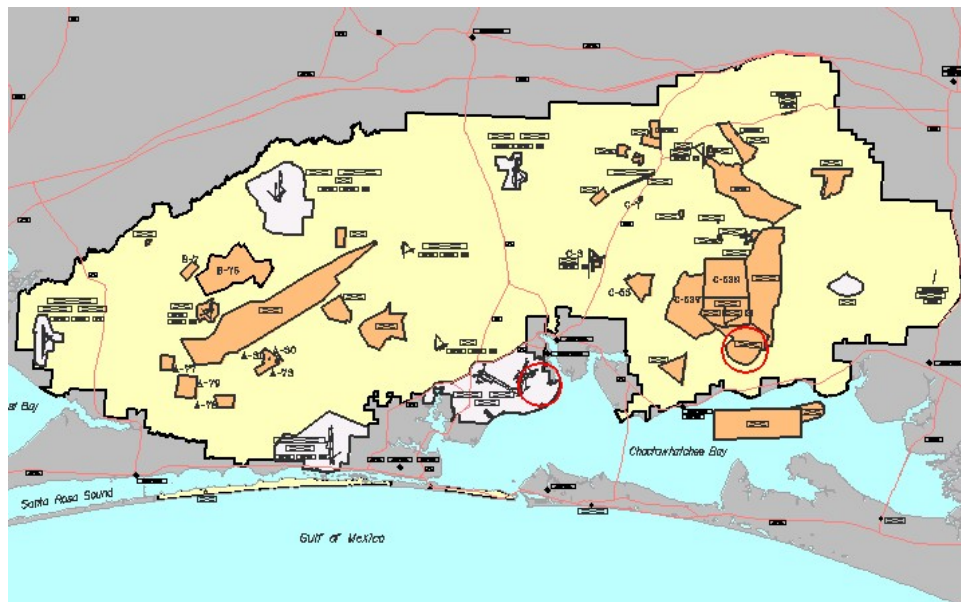


Figure 1. Site locations noted by red circles



Figure 2. Current Con-Ex HazMat Storage Facility at C-52A to be replaced with a permanent structure.

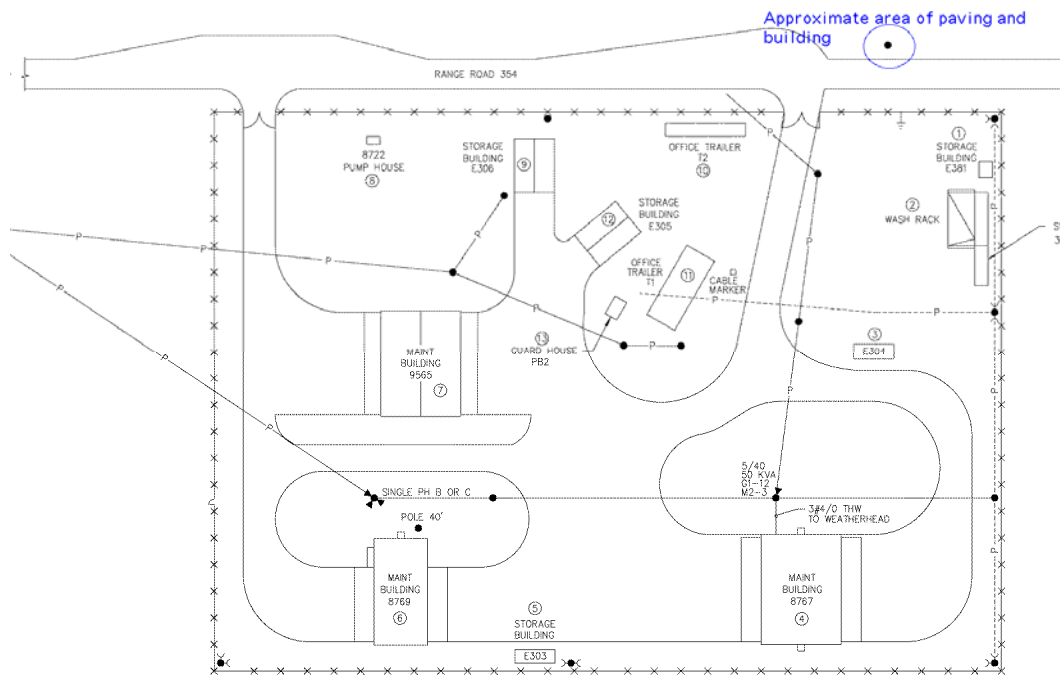


Figure 3. Area at C-52A where the Containment area will be and new Permanent building for HazMat will be placed



Figure 4. Present Site where Trucks are parked at C-52A



Figure 5. Area on Main Base where Fuel Storage Area will be built



Figure 6. Current site on Main Base where trucks are parked

Federal Review

After review of the Florida Coastal Management Program and its enforceable policies, the U.S. Air Force has made a Negative Determination that this activity is one that will not have an affect on the State of Florida coastal zone or its resources.

Florida Coastal Management Program Consistency Review

Statute	Consistency	Scope
Chapter 161 <i>Beach and Shore Preservation</i>	The proposed project would not adversely effect beach and shore management, specifically as it pertains to: -The Coastal Construction Permit Program. -The Coastal Construction Control Line (CCCL) Permit Program. -The Coastal Zone Protection Program. All land activities would occur on federal property.	Authorizes the Bureau of Beaches and Coastal Systems within DEP to regulate construction on or seaward of the states' beaches.
Chapter 163, Part II <i>Growth Policy; County and Municipal Planning; Land Development Regulation</i>	The proposed action would not affect local government comprehensive plans.	Requires local governments to prepare, adopt, and implement comprehensive plans that encourage the most appropriate use of land and natural resources in a manner consistent with the public interest.
Chapter 186 <i>State and Regional Planning</i>	The proposed action would not have a negative affect on state plans for water use, land development or transportation.	Details state-level planning requirements. Requires the development of special statewide plans governing water use, land development, and transportation.
Chapter 252 <i>Emergency Management</i>	The proposed action would not increase the state's vulnerability to natural disasters. Emergency response and evacuation procedures would not be impacted by the proposed action.	Provides for planning and implementation of the state's response to, efforts to recover from, and the mitigation of natural and manmade disasters.
Chapter 253 <i>State Lands</i>	All activities would occur on federal property.	Addresses the state's administration of public lands and property of this state and provides direction regarding the acquisition, disposal, and management of all state lands.
Chapter 258 <i>State Parks and Preserves</i> Chapter 259 <i>Land Acquisition for Conservation or Recreation</i>	State parks, recreational areas and aquatic preserves would not be affected by the proposed action. Tourism and outdoor recreation would not be affected. Opportunities for recreation on state lands would not be affected.	Addresses administration and management of state parks and preserves (Chapter 258). Authorizes acquisition of environmentally endangered lands and outdoor recreation lands (Chapter 259). Authorizes acquisition of land to create a

Chapter 260 <i>Recreational Trails System</i>		recreational trails system and to facilitate management of the system (Chapter 260).
Chapter 375 <i>Multipurpose Outdoor Recreation; Land Acquisition, Management, and Conservation</i>		Develops comprehensive multipurpose outdoor recreation plan to document recreational supply and demand, describe current recreational opportunities, estimate need for additional recreational opportunities, and propose means to meet the identified needs (Chapter 375).
Chapter 267 <i>Historical Resources</i>	There would be no impact to cultural resources as a result of the proposed action.	Addresses management and preservation of the state's archaeological and historical resources.
Chapter 288 <i>Commercial Development and Capital Improvements</i>	The proposed action would occur on federal property. The proposed action is not anticipated to have any effect on future business opportunities on state lands, or the promotion of tourism in the region.	Provides the framework for promoting and developing the general business, trade, and tourism components of the state economy.
Chapter 334 <i>Transportation Administration</i>	The proposed project would not have an impact on transportation.	Addresses the state's policy concerning transportation administration (Chapter 334).
Chapter 339 <i>Transportation Finance and Planning</i>	The proposed project would have no effect on the finance and planning needs of the state's transportation system.	Addresses the finance and planning needs of the state's transportation system (Chapter 339).
Chapter 370 <i>Saltwater Fisheries</i>	The proposed action would not affect saltwater fisheries.	Addresses management and protection of the state's saltwater fisheries.
Chapter 372 <i>Wildlife</i>	There would be no impact to wildlife resources as a result of the proposed action.	Addresses the management of the wildlife resources of the state.
Chapter 373 <i>Water Resources</i>	The proposed action would not have an effect on water resources.	Addresses the state's policy concerning water resources.
Chapter 376 <i>Pollutant Discharge Prevention and Removal</i>	The proposed action will comply with 62-761 and 62-770 FAC along with Eglin's SPCC plan.	Regulates transfer, storage, and transportation of pollutants, and cleanup of pollutant discharges.
Chapter 377 <i>Energy Resources</i>	Energy resource production, including oil and gas, and the transportation of oil and gas, would not be affected by the proposed action.	Addresses regulation, planning, and development of energy resources of the state.

Chapter 380 <i>Land and Water Management</i>	The proposed action would occur on federally owned lands. Under the proposed action, development of state lands with regional (i.e. more than one county) impacts would not occur. Areas of Critical State Concern or areas with approved state resource management plans such as the Northwest Florida Coast would not be affected. Changes to coastal infrastructure such as bridge construction, capacity increases of existing coastal infrastructure, or use of state funds for infrastructure planning, designing or construction would not occur.	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.
Chapter 381 <i>Public Health, General Provisions</i>	The proposed action does not involve the construction of an on-site sewage treatment and disposal system	Establishes public policy concerning the state's public health system.
Chapter 388 <i>Mosquito Control</i>	The proposed action would not affect mosquito control efforts.	Addresses mosquito control effort in the state.
Chapter 403 <i>Environmental Control</i>	The proposed action would not affect ecological systems and water quality of state waters.	Establishes public policy concerning environmental control in the state.
Chapter 582 <i>Soil and Water Conservation</i>	There would be no impact to soils as a result of the proposed action.	Provides for the control and prevention of soil erosion.